

WASHINGTON, D. C., SUNDAY, OCTOBER 14, 1906.



## Special Sale of tourist coats, choice, \$10

all are \$15 values.

There are only fifty of these coats, but so high is the character that no woman who sees them will hesitate to make immediate purchase.

They are the odds and ends of a maker's stock of mixtures and cannot be duplicated either in style or pattern or at sale price.

The styles are too varied to attempt faithful descriptions. You must see them to appreciate the beauty of pattern or the value.

Both light and dark mixtures are included.

## Special bargains in Women's coats at \$15

We'd ask a third more if we had not been fortunate to get them under usual prices. And then you'd not think them too high. Coats are of fine kerseys and Scotch mixtures in three-quarter lengths, and in loose, tight-fitting, and half-fitted modes. All coats are cut extra full and are half lined with good satin. Don't fail to see these.

## English gun-club checks

Quite the smartest thing in woollens yet. Six different checks, black and white effects, and all 54 inches wide. The price is notably low for such goods. a yard, \$2.00



## We'll give you better suits, skirts, and wraps than you can possibly get elsewhere for the same money.

FURTHERMORE, we'll give you greater variety of materials and styles to choose from than you'll find in any one store south of New York. There's no doubt about this being the advantageous place to buy ready-to-wear attire for women. We've a truly wonderful service here—its resources are world-wide. We can supply every outerwear requirement, and at prices that you know are right. We've never had such great and carefully chosen stocks. You'll find it a pleasure to inspect the styles, whether or not you mean to purchase. You can't lose here—not even be disappointed—and you can get a service that no other store in the South can give you. Give us a chance to prove it. The more comparisons you make, the more business we do. Really more to your interest than ours.



### Women's suits at...\$19.75

(As pictured.) EVERY one a good value at \$25.00. So they're extremely good bargains at \$19.75. Suits are made of broadcloth of good quality, with choice of colors as follows: Black, navy, brown, wine, and green. This broadcloth is strictly all wool. The picture shows the catchy model—28-inch Prince Chap style skirts with 12 gores, and pleated. Coat lined with guaranteed satin.



### Women's suits at...\$24.75

A DOZEN or more new models—arrivals of the last few days—will be shown to-morrow. Fabrics are extremely varied, consisting of plain and novelty cloths, broadcloths, panamas, and worsteds in the prevailing shades. Styles include the favorite light-fitting, Prince Chap, and pony coat effects. Coats are all neatly lined with satin or broadcloth. One of the most effective is a new broadcloth double-breasted cut-away suit.



### Women's suits at...\$34.75

WONDERFULLY handsome some are the garments shown at this price. Exclusive tailors do not give more stylish effects. Values are extremely good. We'd like to show you some of the jaunty short-coat styles in broadcloth and worsteds, as well as the more dressy models with 24 and 36 inch tight-fitting coats. All coats at this price are lined with guaranteed taffeta or satin. Skirts are in a number of handsomely pleated modes. All the wanted shades to choose from.



### Women's suits at...\$44.75

WE offer at this price exclusive models. They will satisfy those who habitually patronize custom tailors. And prices are \$20 to \$30 less. A custom tailor cannot offer you better work, better materials, or better fit than you will get at this price. We've been very careful in selecting models for this line and know that nothing shown in the South approaches them in excellence at the price.

## Special bargains in skirts at \$4.98

NOT a skirt that is worth less than \$6.50. You'd give that quick enough for any one. They are not regular \$4.98 kinds.

The materials are fine quality Panamas, and in black, navy, and brown.

The styles are varied—all being some variation of the most popular pleated effects.

Don't fail to see these Monday.

## New-style rain coats one-third below their worth.

Opportunity such as you have not had for years! One of the biggest and most reliable makers of rain coats decided to discontinue making such garments because of his difficulty in getting rainproof fabrics and turn his entire attention to suits and coats. We got his stock! And the most desirable lot of rain coats in clever styles we've seen go on sale to-morrow. There are several styles and several different materials in each style. At these prices no woman who needs a rain coat will delay selection.

### Women's \$20 rain coats at \$13.75

Fabrics are both plain and fancy checked cloths in the most desirable shades. Coats are cut double-breasted, with notched collar, fancy yoke effects, and are extremely loose—the style most wanted. All sizes, 32 to 42. Choice, \$13.75.

### Women's \$22.50 rain coats at \$15

Materials the same as in the \$13.75 lot, but made in more elaborate style, and entirely different effect. They are styles in keeping with prevailing automobile modes. Have high storm collar, and are finished with wide stitched straps and large buttons.

### Women's \$28 rain coats at \$18.75

Made of the best quality Priestley Cravenette, and each coat bears the Cravenette stamp. These are fully guaranteed. Colors are Oxford gray and olive. Coats are made half-lined and double-breasted, finished with velvet collar. So-called exclusive houses ask \$35 for such coats. Sale at \$18.75.

## WAR ON QUEER DISEASE

### Physician Unable to Learn Cause of the "Bends."

HAS TREATED 5,000 CASES

Only Six Deaths Have Occurred. However, from the Many Instances of "Compressed Air Illness"—Carelessness of Workmen Responsible for Their Being Overcome.

New York, Oct. 13.—Much talk has recently been heard about the alleged prevalence of "bends"—the disease which attacks workmen laboring in compressed air—and the seeming inability of the medical authorities of the Belmont tunnel, at the foot of Forty-second street and the East River, to check it.

A reporter to-day visited the offices of Dr. McCort, chief physician in charge of the air-lock hospital at the head of the shaft. The hospital is situated on the second floor of the brick building, containing the locker and dressing rooms for the tunnel shifts. In the outer room stands a dummy air-lock, which is used for "re-compressing" the men who have been taken out of the tunnel in a state of unconsciousness. The only known treatment which has any certainty of success. The dummy is always ready for use, and the moment a man is brought up and his case has been diagnosed by Dr. McCort or one of the three physicians on his staff, he is put inside at a pressure which is gradually worked up to that in which he was working when seized.

There are stretchers and tables and two attendants handy, so that no time may be lost in cases of emergency. It may be worth remarking that the strict guard which was formerly maintained at the entrance to the tunnel inclosure has been relaxed, so that it is now possible for a person to get inside without a great amount of trouble. When an English contracting company had supervision of the job they adopted a system of exclusion, but since the Degnon Contracting Company has assumed charge any one having actual business inside is admitted.

"I have been very much exasperated by the numerous false statements that have been printed about me and my work," said Dr. McCort. "It seems to me that there

has been no occasion for them and they have come near ruining my professional reputation. Few people seem to realize the enormous difficulties we are facing in an engineering work of this magnitude. The very ones who are protesting and exclaiming over the loss of life resulting from the digging of the tunnel will ride through it in a couple of years and singily say to themselves: 'Well, I suppose an achievement like this is worth a few poor beggars' lives after all.' Do you know, sir, that, in proportion to the number of men engaged the fatalities in this tunnel, from bends and illnesses, do not begin to compare with those encountered in outdoor work on a similar scale, such as the Grand Central Pennsylvania terminal excavations? It is a common occurrence at those places for two or three men to be killed by a premature explosion or the downfall of a shoulder of rock and sand. But then they are only 'vagabonds' and their manner of dying is commonplace.

Five Thousand Cases Treated. "In the course of my career I have treated some 5,000 cases of bends, probably nearer 6,000. And, by the way, let me say here that I wish you would draw attention to the incorrect use of the term 'compressed air illness.' The correct phrase is 'compressed air bends.' Our men are not working in caissons, but in a regular tunnel boring through rock and clay. Out there in the middle of the river they are sinking a couple of caissons, but at present this is tunnel work, pure and simple—under an abnormal pressure of thirty-two pounds to the square inch, which is somewhat more than two atmospheres. "In all the 5,000 and more cases which have come under my notice, there have been only sixteen deaths. Mind you, not all those cases have related to this tunnel. There have been five deaths resulting from compressed air illness here, or, rather six, counting one man who died more, never had been in compressed air. He died of a pressure which was gradually developed in this tunnel. And there are scores of men who have never had the slightest trace of them.

"To give you an idea of the way in which stories of deaths from 'bends' start, I have only to refer to one of two. It was said that Pat Haley, our night superintendent, dropped dead at Forty-second street and Lexington avenue last night, and that the cause was the same old story. Now, Pat Haley had not been in the tunnel all yesterday, and what is more, never had been in compressed air in his life. He repeatedly requested permission to go down, and I always refused him, as he was too old and evidently physically incapable of standing the strain. He died of a heart ailment, as will duly appear at the inquest. Yet, thousands of people read their papers this morning

with the remark: 'H'm, another poor devil dead from bends.' "As to the other fellow, Batazanki, who was a plain sand-hog, and without doubt a kind of regular compressed air illness. I think I can show that we are not at all responsible for the man's death. For some months past we have been aware of an organized plot to get around the rules of the office by hiring men. I suppose you know that all candidates must come before me or one of my assistants and pass a rigid physical examination before they are allowed to undergo even the probationary period in the compressed air. After that they are examined for a second time, and if their condition is then satisfactory they are furnished with a certificate and a pass badge, certifying to their fitness, which they are required to show to the timekeeper and lock-keeper before being permitted to enter the tunnel. This system, we supposed, would permit only fit men to get down into the compressed air.

Tunnel People Fooled. "It seems, however, that we have been fooled. A number of men, out of work, just recovering from a long carouse, and too weak from the effects of the dissipation to pass the examination, but who need the good pay of the work badly, will get a couple of big, husky fellows to go in for them, pass the examination without any difficulty, and then come outside and sell the certificates and badges to them. The people about the tunnel shaft won't recognize the difference, and the first thing I know about it they are brought in here in convulsions, and perhaps die on my hands. A case like that happened earlier in the week. It is my very strong suspicion that Batazanki was of the same type.

Several months ago the Evening Post printed a talk with Dr. Bessel of the department of health, in which he said that he was convinced that the fault for the deaths from bends lay with the men themselves, who do not observe the proper precautions. I endorse that heartily. There on the wall you can see a copy of the rules we have had printed for the men's guidance, in both Italian and English, which have been scattered around everywhere they are.

Company's Rules. The rules are as follows: All men must be examined by the medical officer of the company before commencing work in compressed air, and must not enter the air lock until passed by him. His advice should be taken in all cases of illness or accident, which should be reported to him immediately. All men must wear the doctor's pass badge where it can be seen by the timekeeper and lock tender. No man should enter the air lock when sick, or with an empty stomach. After an attack of illness of any kind, all men

must report to the medical officer before returning to work in the tunnels. All men are advised to use intoxicating liquors sparingly, or better not at all, and to drink water sparingly, while in the tunnels. Get fully seven hours' sleep, every twenty-four hours, if possible. Hot coffee will be furnished by the company, and all workers are advised to drink some freely. Change to dry clothing at once on reaching dressing room. Avoid exposure to cold, and do not exercise unduly for an hour after leaving the lock. Smoking in compressed air is dangerous and is not permitted.

Dr. J. H. McCort, Medical Officer. By order of the Degnon Contracting Company. By Robert A. Shaler, Chief Engineer. "It really seems ridiculous to me," Dr. McCort continued, "that accusations should have been made, charging the medical staff with gross incompetence and carelessness. Man, the care and worry I expend over those great, big babies is unbelievable. In the first place, they never come to me when they ought to, and practically all the time when they don't need it, they are hanging around my door begging for medicine. You saw, when I came across the yard, just now, how that old fellow shuffled up and begged me for cough medicine. He bothers me all the time that way, and I prescribe for him. I'm not supposed to, for what I am instructed to look after are the compressed air cases and accidents, but I make it a rule to keep a supply of medicines and simple drinks on hand, for just such fellows. And, then, some one declares I'm careless—don't care what happens to the boys!

Keeps Close Watch. "I spend more time worrying over their sneaky disobedience of the rules which, although they don't realize it, opens a wide crack in death's door for them, than I do in caring for them. I spend a good portion of my time every day down in the air, myself, going around and examining them, seeing how they are standing the work, and when each shift comes to the surface, either I or one of my staff is on hand to inspect them and pick out those who look seedy. When we catch one who does appear under the weather, we haul him off by the scruff of the neck, if necessary, for you can't treat sand-hogs like French gentlemen, and put him under treatment at once. Perhaps, you will find it hard to believe, but there are whole days that pass when we don't have a single case of 'bends.' Then, they may come in a bunch for a time, why, I don't know. Our study of the disease is still in a decidedly elementary stage, and I must confess that it possesses a number of mysteries for me, yet, despite the fact that I call myself a specialist at it, I have noticed, however, that it is more

apt to occur in damp weather than at any other time. "Among those rules you probably noticed one advising men never to go into the compressed air on an empty stomach. Many and many is the time I have looked at a man through and through and asked him if he had had a good dinner, and after he had come up in a heap, I found he had been living on free lunches for a month. Then, again, while I don't encourage them to whine about little aches and pains, it is just as well for them to report them. Nine cases out of ten, they don't, and so, if anything is going to happen to them, I can't prevent it. On the other hand, the idea that the work uses men up quickly is as ridiculous as anything else. It don't.

Negroes Like the Work. "I have got men here who have been working in compressed air for six years, and are as well and strong to-day as they ever were. Some of them have never had 'bends' in the slightest form. The negro laborers couldn't be made to quit the work. They take to it naturally, and prefer it to any other. They stand it well, too. Likewise, I have men who have had little physical troubles for twenty years, and are not bothered by compressed air. It is almost invariably a question of clean living and obeying the simple rules we have made. So far as hearts and lungs go and general physical condition, we have as fine a set of men as there are in the country, and, while we use them, we don't abuse them. You have to swear at them, but that's because their kind don't understand kindness. "There has been nothing sensational about this work, and it is very unlikely that there ever will be. The disease itself, 'bends,' compressed air illness, or whatever you choose to call it, has been known to medical science for twenty-five years, and is not a new problem. And the cost of human life at which this tunnel is being constructed is remarkably cheap, as I said; really cheaper than the price being paid by certain construction operations going on above ground."

Exactly What He Meant. From the Cleveland Press. "Your English will drive me crazy!" roared the city editor. Listen to what you have written: 'Miss Elsie Sisson, the well-known young musical comedy star, had her face slapped last night.' "What's wrong with that?" asked the reporter. "What's wrong with it? Why, when you say she 'had her face slapped' you imply that it was done at her request." "Sure. That's what I mean. Her press agent did it."

## WILL CANVASS THE CITY.

Trade Organizations Would Know Who Want Space at Jamestown. The joint committee of the three trade organizations, having charge of the reservations of space for a Washington display at the Jamestown Exposition, met yesterday morning in the office of D. J. Kaufman, one of the members. The committee compared notes, and looked over the field, so far as it has been covered. About twenty-five applications for space are already in their hands, and it was determined to make a systematic canvass of the city with a view to interesting all who may desire to send exhibits to the exposition.

In order to facilitate matters, Ross P. Andrews, of the Jobbers and Shippers' Association, will canvass that portion of the city lying east of Ninth street; D. J. Kaufman, of the Business Men's Association, will take care of that part of the city lying between Ninth and Fourteenth streets, while J. H. Small, of the Board of Trade, will canvass the western portion of the city, including Georgetown. After the meeting the committee requested that all merchants and manufacturers located within the lines specified should apply for space to the committee-men names, and place applications on file at an early day. The committee expressed the opinion yesterday that the outlook for a fine display of Washington goods and manufactured articles at the exposition was most encouraging.

## PUBLIC PRINTER LEAVES TOWN

Goes to Boston on Business and to Gather Information. Public Printer Stillings left yesterday morning at 8 o'clock, over the Pennsylvania Railway, for a business trip of several days to Boston. While away, it is his intention to visit and inspect several large printing offices in that city, with the view of availing himself of the latest improvements inaugurated in these plants. At the office of Mr. Stillings' secretary, Mr. Collins, it was learned that to date forty-five persons have availed themselves of the privilege of making application to enter the competitive examination for the position of foreman of the bindery. It is believed that while on his trip the Public Printer will gather material which will help him in the examination of those who will try for the forerunner.

## TIME OF DAY IMMATERIAL.

Attorney General So Interprets Clause in Eight-Hour Law. In the opinion of Attorney General Moody, the eight-hour law as applied to government work means eight hours of effectual labor, and whether these eight hours are consecutive or are between stated times—for instance, 8 to 4:30, with a half hour for lunch—does not make any difference.

These and a number of other questions pertaining to the application of the eight-hour law to mechanics, laborers, and others working in the Reclamation Service of the Geological Survey were put before the Attorney General by Director Charles D. Walker for an opinion. Mr. Walker inclosed in his request to Attorney General Moody abstracts of letters from the engineers in charge of various reclamation works in the arid lands of the West. It was pointed out in these that it was dangerous to blast when the steam cars were at work digging in the ditches and men are scattered all around, and for this reason it was deemed necessary to have the men employed on blasting to work for about two hours either after or before the regular men.

It was also necessary, it was stated, to have men at work when the regular shift was off to clean the tracks of shale thrown there by the blasts, it being pointed out that if this was not done until the regular force went to work in the morning all the men would have to stand around idle on pay while it was being done. The moving of tracks, shoveling of car horses by a blacksmith and helper, and work on accident repairs to machinery were also noted, and attention called to the fact that if they were not done at the hours of the regular working day it would, in many instances, necessitate the entire force of workmen standing around idle.

Mr. Moody held in his opinion that in the cases cited and all other work essential to prompt and continuous service in the regular day, work may be legally done before and after the regular hours, provided that not more than eight hours was required. For example, if the men doing the blasting work two hours before the regular day begins and only six hours during that day, they would have no just cause for complaint. Mr. Moody held adversely on the question as to whether it would be legal to employ men overtime in hauling water to the camps. It was pointed out in Mr. Walker's request that this hauling could be done a great saving if the teams on the irrigation work were employed overtime, instead of having teams for this work alone.